



सत्यमेव जयते

महाराष्ट्र शासन राजपत्र

असाधारण भाग एक-मध्य उप-विभाग

वर्ष १२, अंक २७]

शुक्रवार, एप्रिल १७, २०२६/चैत्र २७, शके १९४८

[पृष्ठे १९, किंमत : रुपये ४.००

असाधारण क्रमांक ६६

प्राधिकृत प्रकाशन

नगरविकास विभाग

४ था मजला, मुख्य इमारत, मंत्रालय, मादाम कामा मार्ग,
हुतात्मा राजगुरु चौक, मुंबई ४०० ०३२, दिनांक १६ एप्रिल २०२६.

सूचना

महाराष्ट्र प्रादेशिक नियोजन व नगररचना अधिनियम, १९६६.

क्रमांक टीपीएस-१८२४/३५५/प्र.क्र.१५७/२०२५/TOD/नवि-१३. — ज्याअर्थी, महाराष्ट्र शासनाने राज्यातील बृहन्मुंबई महानगरपालिका व अन्य काही नियोजन प्राधिकरणे वगळता उर्वरित सर्व नियोजन प्राधिकरणे व प्रादेशिक योजना क्षेत्रांकरिता लागू करावयाच्या एकत्रिकृत विकास नियंत्रण व प्रोत्साहन नियमावलीस (यापुढे जिचा उल्लेख “उक्त UDCPR नियमावली” असा करण्यात आलेला आहे) महाराष्ट्र प्रादेशिक नियोजन व नगररचना अधिनियम, १९६६ (यापुढे ज्याचा उल्लेख “उक्त अधिनियम” असा करण्यात आलेला आहे) मधील तरतुदीनुसार, शासन अधिसूचना क्र. टीपीएस-१८१८/प्र.क्र.२३६/१८/वियो.व प्रायो./कलम ३७(१कक)(ग) व कलम २०(४)/नवि-१३, दि. ०२/१२/२०२० अन्वये मंजुरी दिली आहे ;

आणि ज्याअर्थी, शासनाने दि. ०९.०६.२०१७ रोजीच्या अधिसूचनेद्वारे नागपूर महानगरपालिका क्षेत्रासाठी आणि दि. १०.१०.२०२२ रोजीच्या अधिसूचनेद्वारे पुणे महानगरपालिका क्षेत्रासाठी TOD बाबतचे विनियम मंजूर केलेले असून सदरचे विनियम हे मंजूर उक्त UDCPR नियमावलीमधील पुणे मनपा आणि नागपूर मनपा क्षेत्रासाठी विशिष्ट विनियम म्हणून (City Specific Regulation No. १४.२.१ आणि Regulation No.१४.२.३) समाविष्ट करण्यात आले आहेत. (यापुढे ज्याचा उल्लेख “उक्त तरतुदी” असा करण्यात आलेला आहे);

आणि ज्याअर्थी क्रेडाई, मेट्रो आणि महाराष्ट्र मेट्रो रेल कॉर्पोरेशन लि. यांनी उक्त UDCPR नियमावलीमधील पुणे आणि नागपूरसाठी लागू असणाऱ्या TOD बाबतच्या City Specific Regulation No.१४.२.१ आणि Regulation No. १४.२.३ या तरतुदीमध्ये काही सुधारणा करण्याची विनंती शासनास केलेली आहे ;

आणि ज्याअर्थी, उक्त तरतुदीच्या अनुषंगाने उक्त UDCPR नियमावलीतील या सूचनेसोबतच्या परिशिष्ट ‘अ’ मध्ये नमूद केल्याप्रमाणे नव्याने तरतूद समाविष्ट करणे आवश्यक आहे (यापुढे ज्याचा उल्लेख “उक्त फेरबदल” असा करण्यात आलेला आहे) असे शासनाचे मत झाले आहे.

(१)

आता त्याअर्थी, उक्त अधिनियमाचे कलम ३७(१कक)(क) अन्वये प्राप्त अधिकारात आणि तदनुषंगिक शक्तींचा वापर करून, उक्त फेरबदलावर जनतेकडून सूचना / हरकती मागविण्यासाठी शासन ही सूचना प्रसिद्ध करित आहे. उक्त फेरबदलावरील कोणत्याही सूचना / हरकती, ही सूचना **महाराष्ट्र शासन राजपत्रात** प्रसिद्ध झाल्यापासून एक महिन्याच्या आत, संबंधित **विभागीय सहसंचालक, नगररचना** यांचेकडे दाखल करता येतील. संबंधित विभागीय सहसंचालक, नगररचना यांना, सूचना/हरकतींवर सुनावणी देऊन आणि आवश्यकतेनुसार संबंधित नियोजन प्राधिकरणांचे म्हणणे घेऊन, त्यावरील अहवाल शासनास सादर करण्यासाठी प्राधिकृत करण्यात येत आहे.

ही सूचना, कामकाजाचे दिवशी एक महिन्याच्या कालावधीकरिता जनतेच्या अवलोकनार्थ खालील कार्यालयात उपलब्ध राहील.

- (१) विभागीय सहसंचालक, नगररचना, कोकण/पुणे/नाशिक/नागपूर/अमरावती/छत्रपती संभाजीनगर विभाग.
- (२) आयुक्त, सर्व संबंधित महानगरपालिका. (बृहन्मुंबई महानगरपालिका वगळता)
- (३) जिल्हाधिकारी, सर्व जिल्हे.
- (४) महानगर आयुक्त, सर्व महानगर प्रदेश विकास प्राधिकरणे.
- (५) मुख्य कार्यकारी अधिकारी, पिंपरी-चिंचवड नवनगर विकास प्राधिकरण, निगडी, पुणे.
- (६) उपाध्यक्ष तथा व्यवस्थापकीय संचालक, महाराष्ट्र विमानतळ विकास कंपनी लि. मुंबई.
- (७) मुख्य कार्यकारी अधिकारी, कोल्हापूर नागरी क्षेत्र विकास प्राधिकरण, कोल्हापूर.
- (८) मुख्य कार्यकारी अधिकारी, सर्व जिल्हापरिषदा.
- (९) मुख्याधिकारी (सर्व नगरपरिषदा/नगरपंचायती).

ही सूचना शासनाचे संकेतस्थळ www.maharashtra.gov.in (कायदे/नियम) वर उपलब्ध राहील.

परिशिष्ट - अ

शासन सूचना क्र.टिपीएस-१८२४/३५५/प्र.क्र.१५७/२०२५/TOD/नवि-१३, दि.१६.०४.२०२६ सोबतचे सहपत्र

The modifications proposed to be included in UDCPR-2020 Regulations, regarding the TOD -Transit Oriented Development applicable to Pune and Nagpur (City Specific Regulation No. 14.2.1 and No. 14.2.3) As follows

Sr.No.	Regulations No.	Existing Provision	Proposed Provision
Provision for Pune Municipal Corporation (PMC)			
1.	14.2.1.2.3	Entire area of plot may be considered for calculating the potential of plot in respect of premium FSI + TDR, but not the basic FSI. Basic FSI shall be calculated on area of the plot remaining with the owner after deducting area under D.P. road / road widening / reservations and amenity space. This shall be applicable in cases where reservation area or amenity space is handed over to the authority	14.2.1.2.3 <i>The maximum permissible FSI as given in Table under Regulation No.14.2.1.2 shall be calculated on the gross plot area.</i> Basic FSI shall be calculated on area of the plot remaining with the owner after deducting area under D.P. road / road widening / reservations and amenity space. This shall be applicable in cases where reservation area or amenity space is handed over to the authority
2.	14.2.1.5	Marginal Distances Marginal Distances Shall be applicable as per provisions in principle DCPR.	Marginal Distances i. Marginal Distances Shall be applicable as per provisions in principle DCPR ii. <i>The Municipal Commissioner may relax the side & rear marginal distances as per Regulation No. 2.4 of UDCPR subject to following provisions.</i> <i>A. If Clear min. marginal distance is proposed from one side as per these Regulation then other side marginal distance may be relaxed up to 50%.</i> <i>B. Front margin relaxation to allow additional FSI may be granted subject to condition that the Minimum road width shall be 12 mt. & Above.</i>

		NOTE- i. Any type of protective wall / Compound wall construction shall not be permissible within the front and side marginal distance of the building. ii. The land under front & side marginal distance should be kept open and used for the public pedestrian moment. Keep it open for the public to walk/use.
3.	14.2.1.2.4 (ii)	(ii) Where less than 50% area of such plot / plots falls within TOD zone, these regulations including FSI shall be applicable to the part of plot / plots falling within TOD zone, whereas for the part of plot / plots falling outside TOD zone, these regulations except provisions regarding FSI shall be applicable. The FSI permissible for the part falling outside TOD zone shall be as per Principal DCPR. Notwithstanding anything contained in any other provisions of these regulations, TDR shall be allowed to be received on the plots within TOD zone, irrespective of its location in congested area / non-congested area as per the Development Plan of Pune subject to condition that it shall be utilised in 1/4th share with premium FSI at every stage of utilization. Such share shall be calculated on the potential remaining after utilizing the in-situ FSI towards Development Plan road, reservation, amenity space, if any, on such land. However in case of non -availability / shortage of TDR, the Authority, after considering the local situation, may allow utilisation of entire potential with premium FSI. The Planning Authority shall compensate for the same to Metro Project Implementing Authority as per the sharing formula decided by the Government from time to time. Provided further that, in such case 33% of the amount of premium collected should be paid to Planning Authority in such area and remaining 66% to the Metro Project Implementing Authority.

Sr.No.	Regulations No.	Existing Provision	Proposed Provision
Provision for Nagpur Municipal Corporation (NMRC)			
4.	14.2.3(ii)(a)	a) Premium to be Paid Additional FSI over and above basic permissible FSI of respective land use zones as mentioned in Chapter 6 may be permitted on the payment of premium as may be decided by the Govt. from time to time. i. The additional FSI as prescribed in the Table under provision (1) (ii) above, in case of development / redevelopment proposed in the NMRC with minimum tenement density per hectare of the gross plot area as given below. Minimum Numbers of Tenements = Gross Plot Area x Maximum Proposed FSI for Residential use x 200 Tenement per Hectar. ii. However, subject to the provisions of regulation (1) 14.2.3(iii) herein below, if the tenement density proposed is less than that stipulated under (1) provision (ii)(a)(i), the premium to be paid in that event shall be the additional premium as may be decided by the Govt. from time to time and such premium shall be chargeable on the total additional FSI to be availed beyond the basic permissible FSI. iii. For construction of buildings mentioned in Chapter 7, the rates of premium shall be as mentioned in the said Chapter.	14.2.3(ii)(a) Premium to be paid – Additional FSI over and above basic permissible FSI of respective land use zones as mentioned in Chapter 6 may be permitted on the payment of premium. <i>“Rate of premium for the additional F.S.I. as mentioned in Table No.14-O above shall be 30% for FSI to be used for tenements of size equal to or less than 60 sq.m. and 35% for remaining FSI to be used for residential and / or commercial use, of the rate of the said land mentioned in Annual Statement of Rates without considering the guidelines therein.”</i> <i>“In the area of Planning Authority, 50% of the amount of premium collected should be paid to the Planning Authority in the area concerned with the Urban Transport Project and remaining 50% to the Project Implementing Authority.”</i> <i>“In the area of Regional Plans, 50% of the amount of premium collected should be paid to the Government through the District offices of Town Planning and Valuation Department and remaining 50% to the Project Implementing Authority.”</i> i. The additional FSI as prescribed in the Table under provision (1) (ii) above, in case of development / redevelopment proposed in the NMRC

			with minimum tenement density per hectare of the gross plot area as given below. Minimum Numbers of Tenements = Gross Plot Area x Maximum Proposed FSI for Residential use x 200 Tenement per Hector. ii. However, subject to the provisions of regulation (1) 14.2.3(iii) herein below, if the tenement density proposed is less than that stipulated under (1) provision (ii)(a)(i), the premium to be paid in that event shall be the additional premium as may be decided by the Govt. from time to time and such premium shall be chargeable on the total additional FSI to be availed beyond the basic permissible FSI. iii. For construction of buildings mentioned in Chapter 7, the rates of premium shall be as mentioned in the said Chapter.																
5.	14.2.3 (v)	14.2.3 (v) : Marginal Distances - Table No.14-Q <table><tr><th>Sr. No.</th><th>Building Height</th><th>Side and Rear Margins</th><th>Remark</th></tr><tr><td>a.</td><td>15.0 m. and below</td><td>H/2-4</td><td>Minimum 3.0 m. for Residential minimum 4.5 m. for Commercial and Minimum 6.0 m. for Special Buildings.</td></tr><tr><td>b.</td><td>Above 15.0 m. and upto 24.0 m.</td><td>H/5</td><td>Minimum 4.5 m. for Residential and Commercial Building and 6.0 m. for Special Building.</td></tr><tr><td>c.</td><td>Above 24.0 m.</td><td></td><td>Minimum 6.0 m.</td></tr></table> Note - 1. Maximum Side / Rear / Front Margin shall be 12.0 m. However if Developer / Owners provides more than 12.0 m. side and rear margins it may be allowed.	Sr. No.	Building Height	Side and Rear Margins	Remark	a.	15.0 m. and below	H/2-4	Minimum 3.0 m. for Residential minimum 4.5 m. for Commercial and Minimum 6.0 m. for Special Buildings.	b.	Above 15.0 m. and upto 24.0 m.	H/5	Minimum 4.5 m. for Residential and Commercial Building and 6.0 m. for Special Building.	c.	Above 24.0 m.		Minimum 6.0 m.	14.2.3 (v) Marginal Distances <i>Marginal Distances shall be applicable as per the provision in principle DCPR.</i> Note-1. Maximum Side / Rear / Front Margin shall be 12.0 m. However if Developer / Owners provides more than 12.0 m. side and rear margins it may be allowed. Note-2. The Municipal Commissioner may relax the side & rear marginal distances as per Regulation No.2.4 of UDCPR subject to following provisions. A) If clear minimum marginal distance is proposed from one side as per these Regulation then other side marginal distance may be relaxed up to 50%. B) Front margin relaxation to allow additional FSI may be granted subject to condition that the Minimum road width shall be 12.0 m. and above.
Sr. No.	Building Height	Side and Rear Margins	Remark																
a.	15.0 m. and below	H/2-4	Minimum 3.0 m. for Residential minimum 4.5 m. for Commercial and Minimum 6.0 m. for Special Buildings.																
b.	Above 15.0 m. and upto 24.0 m.	H/5	Minimum 4.5 m. for Residential and Commercial Building and 6.0 m. for Special Building.																
c.	Above 24.0 m.		Minimum 6.0 m.																

		Note - 2. The Municipal Commissioner may relax the side & rear marginal distances as Per Regulation No.2.4 of UDPCR subject to following provisions. A. If clear minimum marginal distance is proposed from one side as per these Regulation then other side marginal distance may be relaxed up to 50%. B. Front margin relaxation to allow additional FSI may be granted subject to Condition that the Minimum road width shall be 12.0 m. and above. Note - 3. In case semi-detached construction as per these regulations, common wall Constructed is allowed and marginal distance shall be provided for other side as per these regulations.	Note-3. In case semi-detached construction as per these regulations, common wall constructed is allowed and marginal distance shall be provided for other side as per these regulations.
6.	14.2.3 (ii) (2)	14.2.3 (ii) (2) Land owner shall not have option to use TDR in TOD Zone.	14.2.3 (ii) (2) :- <i>where less than 50% area of such plot / plots falls within TOD zone, these regulations including FSI shall be applicable to the part of plot / plots falling within TOD zone, whereas for the part of plot / plots falling outside TOD zone, these regulations except provisions regarding FSI shall be applicable. The FSI permissible for the part falling outside TOD zone shall be as per Principal DCPR.</i> <i>Notwithstanding anything contained in any other provisions of these regulations, TDR shall be allowed to be received on the plots within TOD zone, irrespective of its location in congested area / non-congested area as per the Development Plan of Pune subject to condition that it shall be utilised in 1/4th share with premium FSI at every stage of utilization. Such share shall be calculated on the potential remaining after utilizing the in-situ FSI towards Development Plan road, reservation, amenity space, if any, on such land.</i> <i>However in case of non -availability / shortage of TDR, the Authority, after considering the local situation, may allow utilisation of entire potential with premium FSI. The Planning Authority shall compensate for the same to Metro Project Implementing Authority as per the sharing formula decided by the Government from time to time.</i>

		<i>Provided further that, in such case 33% of the amount of premium collected should be paid to Planning Authority in such area and remaining 66% to the Metro Project Implementing Authority.</i> 14.2.3 (ii) : Maximum Permissible FSI The maximum permissible total FSI in TOD zone shall be 4.00 including the base permissible FSI, subject to condition that, the additional FSI over and above the base permissible FSI shall be allowed within the overall limit of maximum permissible FSI, as given in the Table below : <table><tr><th>Sr. No.</th><th>Road width in mt.</th><th>Maxi. Permissible FSI</th></tr><tr><td>1</td><td>9 m. & up to 12 m.</td><td>2.50</td></tr><tr><td>2</td><td>12 m. & up to 15 m.</td><td>3.00</td></tr><tr><td>3</td><td>15 m. & up to 24 m.</td><td>3.50</td></tr><tr><td>4</td><td>24 m. & above.</td><td>4.00</td></tr></table> Note : The Regulations as pertaining to Ancillary FSI as listed in the principle DCPR shall be applicable on the above mentioned FSI. The Built-up Area Calculation shall be in accordance with Regulation 6.6 of UDCPR	Sr. No.	Road width in mt.	Maxi. Permissible FSI	1	9 m. & up to 12 m.	2.50	2	12 m. & up to 15 m.	3.00	3	15 m. & up to 24 m.	3.50	4	24 m. & above.	4.00																								
Sr. No.	Road width in mt.	Maxi. Permissible FSI																																							
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4	24 m. & above.	4.00																																							
7.	14.2.3 (ii) 14.2.3 (ii) : Maximum Permissible FSI ii) Maximum Permissible FSI The maximum permissible total FSI in NMRC shall be 4.00 including the basic permissible FSI, subject to condition that, the additional FSI over and above the basic permissible FSI shall be allowed within the overall limit of maximum permissible FSI, as given in the Table No.14-O below :- <table><tr><th colspan="4">Table No.14-O</th></tr><tr><th>Sr. No.</th><th>Minimum Road Width</th><th>Plot Area</th><th>Maximum Permissible FSI</th></tr><tr><td>1.</td><td>9.00 m</td><td>Below 1000 sq.m.</td><td>2.00</td></tr><tr><td>2.</td><td>9.00 m</td><td>1000 sq.m.</td><td>3.00</td></tr><tr><td>3.</td><td>12.00 m</td><td>2000 sq.m.</td><td>3.50</td></tr><tr><td>4.</td><td>15.00 m</td><td>2000 sq.m.</td><td>4.00</td></tr></table> Explanation :- 1) The maximum permissible FSI as per the above Table shall be determined by satisfaction of both the criterias viz. Minimum Road width as well as plot area, simultaneously. However in case, both these criterias are not satisfied simultaneously, the maximum permissible FSI shall be the minimum of that permissible against each of these two criterias, as illustrated below; 2) Land owner / Developer shall not have option to use TDR in NMRC. Illustrations :- <table><tr><th colspan="4">Table No.14-P</th></tr><tr><th rowspan="2">Plot Area</th><th colspan="3">Road Width</th></tr><tr><th>Less than 9.0 m.</th><th>9.0m. & above</th><th>15.0 m.& above</th></tr><tr><td>Below 1000 sq.m.</td><td>As mentioned in Chapter 6</td><td>2.0</td><td>2.0</td></tr></table>	Table No.14-O				Sr. No.	Minimum Road Width	Plot Area	Maximum Permissible FSI	1.	9.00 m	Below 1000 sq.m.	2.00	2.	9.00 m	1000 sq.m.	3.00	3.	12.00 m	2000 sq.m.	3.50	4.	15.00 m	2000 sq.m.	4.00	Table No.14-P				Plot Area	Road Width			Less than 9.0 m.	9.0m. & above	15.0 m.& above	Below 1000 sq.m.	As mentioned in Chapter 6	2.0	2.0	
Table No.14-O																																									
Sr. No.	Minimum Road Width	Plot Area	Maximum Permissible FSI																																						
1.	9.00 m	Below 1000 sq.m.	2.00																																						
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4.	15.00 m	2000 sq.m.	4.00																																						
Table No.14-P																																									
Plot Area	Road Width																																								
	Less than 9.0 m.	9.0m. & above	15.0 m.& above																																						
Below 1000 sq.m.	As mentioned in Chapter 6	2.0	2.0																																						

8.	14.2.3 (vi)	1000 sq.m. up to 2000 sq. m. above 2000 sq. m.	As mentioned in Chapter 6 As mentioned in Chapter 6	3.0 3.0	3.5 3.5	3.5 4.0
14.2.3 (vi)						
Parking provisions in the TOD Zone shall be at 50% of those as mentioned in UDCPR.						
Note : No on-street parking shall be permissible, unless specifically allowed in the integrated mobility plan report.						
Table No.14-R						
Sr. No.	Occupancy	One parking space for every	Transit Oriented Development Influence Zone			
			Car	Scooter / Motorcycle	Cycle	
1	Residential	a) Tenements having carpet area - From 25 and upto 40 sq.m. For 2 units above 40 and upto 60 sq.m. For every unit above 60 and upto 80 sq.m. For every unit above 80 sq.m.	0 1 1 1	1 1 1 2	2 2 2 1	
2	Govt. & Semi Govt. Private business buildings	100 sq.m. carpet area or fraction thereof	1	2	2	
Note :-						
1) Parking spaces for differently-abled persons shall be provided as stipulated in these regulations in each new construction / development / re-development in the NMRC.						
2) On street parking shall not be permissible, unless specifically allowed in the impact assessment and mobility report.						

9.	14.2.3 (vii)	14.2.3 (vii) In case of development or redevelopment, proposed by the Authority / applicant / any other Planning Authority, from the edge of the Metro Rail, within 10.0 m. distance from the Metro Rail, on its either side, the concerned Planning Authority i.e. Nagpur Improvement Trust / Nagpur Corporation before granting such permission for development / redevelopment shall seek prior NOC from the Nagpur Metro Railway Corporation Ltd as required under the Metro Railways (Construction of Works) Act, 1978 from the point of view of safety of the Metro Railway and such other related matters.	14.2.3 (vii) In case of development or redevelopment, proposed by the Authority / individual applicant / any other Planning Authority, from the edge of the Metro Rail, within 20.0m. distance from the Metro Rail, on its either side, the concerned Planning Authority i.e. Nagpur Improvement Trust / Nagpur Municipal Corporation before granting such permission for development / redevelopment shall seek prior NOC from the Nagpur Metro Railway Corporation Ltd as required under the Metro Railways (Construction of Works) Act, 1978 from the point of view of safety of the Metro Railway and such other related matters..
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महाराष्ट्राचे राज्यपाल यांच्या आदेशानुसार व नावाने,

प्रणव कर्पे,
शासनाचे उप सचिव.

URBAN DEVELOPMENT DEPARTMENT

Mantralaya, Mumbai 400 032, dated 16th April 2026

Notice

THE MAHARASHTRA REGIONAL & TOWN PLANNING ACT, 1966.

No. TPS-1824/355/C.R.157/2025/TOD/UD-13.—Whereas, the Government of Maharashtra has sanctioned the Unified Development Control and Promotion Regulations (hereinafter referred to as 'the said UDCPR') for the state except Municipal Corporation of Greater Mumbai and some other Planning Authorities, in the State of Maharashtra under the provisions of the Maharashtra Regional & Town Planning Act, 1966 (hereinafter referred to as 'the said Act') *vide* Notification No.TPS-1818/CR.238/18/DP. & RP./Sec.37 (1AA)(c) & sec.20(4)/UD-13, dated 02/12/2020;

And whereas, the Government, via Notification dated 09.06.2017 for the Nagpur Municipal Corporation area and Notification dated 10.10.2022 for the Pune Municipal Corporation area, has sanctioned regulations regarding Transit Oriented Development (TOD), which are incorporated as City Specific Regulations (Regulation No. 14.2.1 and Regulation No. 14.2.3) in the said UDCPR Regulations (hereinafter referred to as "the said provisions");

And whereas, CREDAI, Metro, and Maharashtra Metro Rail Corporation Ltd. have requested the Government to carry out certain modifications in the said City Specific Regulations No. 14.2.1 and 14.2.3 of the said UDCPR Regulations pertaining to TOD applicable for Pune and Nagpur;

And whereas, the Government is of the opinion that it is necessary to incorporate new provisions as mentioned in **Appendix 'A'** attached to this Notice in the said UDCPR Regulations (hereinafter referred to as "the said proposed modification").

Now therefore, in exercise of the powers conferred under section 37(1AA)(a) of the said Act and all other powers enabling in that behalf, the Government hereby publishes a **Notice** for inviting suggestions/objections from general public in respect to the said modification. Any objections/suggestions upon the said modification shall be forwarded, before the expiry of one month from the date of publication of this notice in *Maharashtra Government Gazette*, to the all concerned Divisional Joint Director of Town Planning who is hereby authorised as an 'Officer' to hear objections /suggestions and say of concerned Planning Authorities, as applicable, and submit his report to the Government.

This **Notice** is kept for inspection to the general public in the following offices for the period of one month on all working days.

(1) The Divisional Joint Director of Town Planning, Konkan/Pune/Nashik/Nagpur/Amravati/Chhatrapati Sambhajnagar.

(2) The Commissioner, All concerned Municipal Corporations.(Except The Brihanmumbai Municipal Corporation (BMC))

(3) The Collectors, All Districts.

(4) The Metropolitan Commissioners, All Metropolitan Regions Developments Authorities.

(5) Office of the Chief Executive Officer, Pimpri-Chinchwad New Town Development Authority, Akurdi, Pune.

(6) Office of the Vice Chairman and Managing Director, Maharashtra Airport Development Company Ltd., 8th Floor, World Trade Centre, Mumbai-5.

(7) The Chief Executive Officer, Kolhapur Urban Area Development Authority, Kolhapur.

(8) The Chief Executive Officer, All Zilla Parishads.

(9) The Chief Officers, All Municipal Councils / Nagar Panchyats.

This Notice are also available on the Government website *www.maharashtra.gov.in* (Acts / Rules).

Annexure - A

Enclosure to Government Notice No.TPS-1824/355(C.R.157/2025/TOD/UD-13, Dated 16.04.2026

The modifications proposed to be included in UDCPR-2020 Regulations, regarding the TOD -Transit Oriented Development applicable to Pune and Nagpur (City Specific Regulation No.14.2.1 and No. 14.2.3) As follows

Sr.No.	Regulations No.	Existing Provision	Proposed Provision
Provision for Pune Municipal Corporation (PMC)			
1.	14.2.1.2.3	Entire area of plot may be considered for calculating the potential of plot in respect of premium FSI + TDR, but not the basic FSI. Basic FSI shall be calculated on area of the plot remaining with the owner after deducting area under D.P. road / road widening / reservations and amenity space. This shall be applicable in cases where reservation area or amenity space is handed over to the authority	14.2.1.2.3 <i>The maximum permissible FSI as given in Table under Regulation No.14.2.1.2 shall be calculated on the gross plot area. Basic FSI shall be calculated on area of the plot remaining with the owner after deducting area under D.P. road / road widening / reservations and amenity space. This shall be applicable in cases where reservation area or amenity space is handed over to the authority</i> Marginal Distances i. Marginal Distances Shall be applicable as per provisions in principle DCPR ii. <i>The Municipal Commissioner may relax the side & rear marginal distances as per Regulation No. 2.4 of UDCPR subject to following provisions</i> A. <i>If Clear min. marginal distance is proposed from one side as per these Regulation then other side marginal distance may be relaxed up to 50%.</i> B. <i>Front margin relaxation to allow additional FSI may be granted subject to condition that the Minimum road width shall be 12 mt. & Above.</i>
2.	14.2.1.5	Marginal Distances Marginal Distances Shall be applicable as per provisions in principle DCPR.	

			NOTE- i. Any type of protective wall / Compound wall construction shall not be permissible within the front and side marginal distance of the building. ii. The land under front & side marginal distance should be kept open and used for the public pedestrian moment. Keep it open for the public to walk/use.
3.	14.2.1.2.4 (ii)	(ii) Where less than 50% area of such plot / plots falls within TOD zone, these regulations including FSI shall be applicable to the part of plot / plots falling within TOD zone, whereas for the part of plot / plots falling outside TOD zone, these regulations except provisions regarding FSI shall be applicable. The FSI permissible for the part falling outside TOD zone shall be as per Principal DCPR. Notwithstanding anything contained in any other provisions of these regulations, TDR shall be allowed to be received on the plots within TOD zone, irrespective of its location in congested area / non-congested area as per the Development Plan of Pune subject to condition that it shall be utilised in 1/4th share with premium FSI at every stage of utilization. Such share shall be calculated on the potential remaining after utilizing the in-situ FSI towards Development Plan road, reservation, amenity space, if any, on such land. However in case of non -availability / shortage of TDR, the Authority, after considering the local situation, may allow utilisation of entire potential with premium FSI. The Planning Authority shall compensate for the same to Metro Project Implementing Authority as per the sharing formula decided by the Government from time to time.	14.2.1.2.4 (ii) (ii) where less than 50% area of such plot / plots falls within TOD zone, these regulations including FSI shall be applicable to the part of plot / plots falling within TOD zone, whereas for the part of plot / plots falling outside TOD zone, these regulations except provisions regarding FSI shall be applicable. The FSI permissible for the part falling outside TOD zone shall be as per Principal DCPR. Notwithstanding anything contained in any other provisions of these regulations, TDR shall be allowed to be received on the plots within TOD zone, irrespective of its location in congested area / non-congested area as per the Development Plan of Pune subject to condition that it shall be utilised in 1/4th share with premium FSI at every stage of utilization. Such share shall be calculated on the potential remaining after utilizing the in-situ FSI towards Development Plan road, reservation, amenity space, if any, on such land. However in case of non -availability / shortage of TDR, the Authority, after considering the local situation, may allow utilisation of entire potential with premium FSI. The Planning Authority shall compensate for the same to Metro Project Implementing Authority as per the sharing formula decided by the Government from time to time. Provided further that, in such case 33% of the amount of premium collected should be paid to Planning Authority in such area and remaining 66% to the Metro Project Implementing Authority.

Sr.N o.	Regulations No.	Existing Provision	Proposed Provision
		Provision for Nagpur Municipal Corporation (NMRC)	
4.	14.2.3(ii)(a)	a) Premium to be Paid Additional FSI over and above basic permissible FSI of respective land use zones as mentioned in Chapter 6 may be permitted on the payment of premium as may be decided by the Govt. from time to time. i. The additional FSI as prescribed in the Table under provision (1) (ii) above, in case of development / redevelopment proposed in the NMRC with minimum tenement density per hectare of the gross plot area as given below. Minimum Numbers of Tenements = Gross Plot Area x Maximum Proposed FSI for Residential use x 200 Tenement per Hectar. ii. However, subject to the provisions of regulation (1) 14.2.3(iii) herein below, if the tenement density proposed is less than that stipulated under (1) provision (ii)(a)(i), the premium to be paid in that event shall be the additional premium as may be decided by the Govt. from time to time and such premium shall be chargeable on the total additional FSI to be availed beyond the basic permissible FSI. iii. For construction of buildings mentioned in Chapter 7, the rates of premium shall be as mentioned in the said Chapter.	14.2.3(ii)(a) Premium to be paid – Additional FSI over and above basic permissible FSI of respective land use zones as mentioned in Chapter 6 may be permitted on the payment of premium. <i>“Rate of premium for the additional F.S.I. as mentioned in Table No.14-O above shall be 30% for FSI to be used for tenements of size equal to or less than 60 sq.m. and 35% for remaining FSI to be used for residential and / or commercial use, of the rate of the said land mentioned in Annual Statement of Rates without considering the guidelines therein.”</i> <i>“In the area of Planning Authority, 50% of the amount of premium collected should be paid to the Planning Authority in the area concerned with the Urban Transport Project and remaining 50% to the Project Implementing Authority.”</i> <i>“In the area of Regional Plans, 50% of the amount of premium collected should be paid to the Government through the District offices of Town Planning and Valuation Department and remaining 50% to the Project Implementing Authority.”</i> i. The additional FSI as prescribed in the Table under provision (1) (ii) above, in case of development / redevelopment proposed in the NMRC

		with minimum tenement density per hectare of the gross plot area as given below. Minimum Numbers of Tenements = Gross Plot Area x Maximum Proposed FSI for Residential use x 200 Tenement per Hectar.																				
		ii. However, subject to the provisions of regulation (1) 14.2.3(iii) herein below, if the tenement density proposed is less than that stipulated under (1) provision (ii)(a)(i), the premium to be paid in that event shall be the additional premium as may be decided by the Govt. from time to time and such premium shall be chargeable on the total additional FSI to be availed beyond the basic permissible FSI. iii. For construction of buildings mentioned in Chapter 7, the rates of premium shall be as mentioned in the said Chapter.																				
5.	14.2.3 (v)	14.2.3 (v) : Marginal Distances - <table><tr><th colspan="4">Table No.14-Q</th></tr><tr><th>Sr. No.</th><th>Building Height</th><th>Side and Rear Margins</th><th>Remark</th></tr><tr><td>a.</td><td>15.0 m. and below</td><td>H/2-4</td><td>Minimum 3.0 m. for Residential minimum 4.5 m. for Commercial and Minimum 6.0 m. for Special Buildings.</td></tr><tr><td>b.</td><td>Above 15.0 m. and upto 24.0 m.</td><td>H/5</td><td>Minimum 4.5 m. for Residential and Commercial Building and 6.0 m. for Special Building.</td></tr><tr><td>c.</td><td>Above 24.0 m.</td><td></td><td>Minimum 6.0 m.</td></tr></table> Note - 1. Maximum Side / Rear / Front Margin shall be 12.0 m. However if Developer / Owners provides more than 12.0 m. side and rear margins it may be allowed. Note - 2. The Municipal Commissioner may relax the side & rear marginal distances as per Regulation No.2.4 of UDCPR subject to following provisions.	Table No.14-Q				Sr. No.	Building Height	Side and Rear Margins	Remark	a.	15.0 m. and below	H/2-4	Minimum 3.0 m. for Residential minimum 4.5 m. for Commercial and Minimum 6.0 m. for Special Buildings.	b.	Above 15.0 m. and upto 24.0 m.	H/5	Minimum 4.5 m. for Residential and Commercial Building and 6.0 m. for Special Building.	c.	Above 24.0 m.		Minimum 6.0 m.
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c.	Above 24.0 m.		Minimum 6.0 m.																			
		14.2.3 (v) Marginal Distances <i>Marginal Distances shall be applicable as per the provision in principle DCPR.</i> Note-1. Maximum Side / Rear / Front Margin shall be 12.0 m. However if Developer / Owners provides more than 12.0 m. side and rear margins it may be allowed. Note-2. The Municipal Commissioner may relax the side & rear marginal distances as per Regulation No.2.4 of UDCPR subject to following provisions. A) If clear minimum marginal distance is proposed from one side as per these Regulation then other side marginal distance may be relaxed up to 50%. B) Front margin relaxation to allow additional FSI may be granted subject to condition that the Minimum road width shall be 12.0 m. and above.																				

		C. If clear minimum marginal distance is proposed from one side as per these regulations then other side marginal distance may be relaxed up to 50%. D. Front margin relaxation to allow additional FSI may be granted subject to Condition that the Minimum road width shall be 12.0 m. and above. Note - 3. In case semi-detached construction as per these regulations, common wall constructed is allowed and marginal distance shall be provided for other side as per these regulations.	Note-3. In case semi-detached construction as per these regulations, common wall constructed is allowed and marginal distance shall be provided for other side as per these regulations.
6.	14.2.3 (ii) (2)	14.2.3 (ii) (2) Land owner shall not have option to use TDR in TOD Zone.	14.2.3 (ii) (2) :- <i>where less than 50% area of such plot / plots falls within TOD zone, these regulations including FSI shall be applicable to the part of plot / plots falling within TOD zone, whereas for the part of plot / plots falling outside TOD zone, these regulations except provisions regarding FSI shall be applicable. The FSI permissible for the part falling outside TOD zone shall be as per Principal DCPR.</i> <i>Notwithstanding anything contained in any other provisions of these regulations, TDR shall be allowed to be received on the plots within TOD zone, irrespective of its location in congested area / non-congested area as per the Development Plan of Pune subject to condition that it shall be utilised in 1/4th share with premium FSI at every stage of utilization. Such share shall be calculated on the potential remaining after utilizing the in-situ FSI towards Development Plan road, reservation, amenity space, if any, on such land.</i> <i>However in case of non -availability / shortage of TDR, the Authority, after considering the local situation, may allow utilisation of entire potential with premium FSI. The Planning Authority shall compensate for the same to Metro Project Implementing Authority as per the sharing formula decided by the Government from time to time.</i> <i>Provided further that, in such case 33% of the amount of premium collected should be paid to Planning Authority in such area and remaining 66% to the Metro Project Implementing Authority.</i>

7. 14.2.3 (ii)

14.2.3 (ii) : Maximum Permissible FSI

ii) Maximum Permissible FSI The maximum permissible total FSI in NMRC shall be 4.00 including the basic permissible FSI, subject to condition that, the additional FSI over and above the basic permissible FSI shall be allowed within the overall limit of maximum permissible FSI, as given in the **Table No.14-O below :-**

Table No.14-O			
Sr. No.	Minimum Road Width	Plot Area	Maximum Permissible FSI
1.	9.00 m	Below 1000 sq.m.	2.00
2.	9.00 m	1000 sq.m.	3.00
3.	12.00 m	2000 sq.m.	3.50
4.	15.00 m	2000 sq.m.	4.00

Explanation :-

- 1) The maximum permissible FSI as per the above Table shall be determined by satisfaction of both the criterias viz. Minimum Road width as well as plot area, simultaneously. However in case, both these criterias are not satisfied simultaneously, the maximum permissible FSI shall be the minimum of that permissible against each of these two criterias, as illustrated below;
- 2) Land owner / Developer shall not have option to use TDR in NMRC.

Illustrations :-

Table No.14-P				
Plot Area		Road Width		
		Less than 9.0 m.	9.0m. & above	15.0 m. & above
Below 1000 sq.m.	As mentioned in Chapter 6	2.0	2.0	2.0
1000 sq.m. up to 2000 sq. m.	As mentioned in Chapter 6	3.0	3.5	3.5
above 2000 sq. m.	As mentioned in Chapter 6	3.0	3.5	4.0

14.2.3 (ii) : Maximum Permissible FSI

The maximum permissible total FSI in TOD zone shall be 4.00 including the base permissible FSI, subject to condition that, the additional FSI over and above the base permissible FSI shall be allowed within the overall limit of maximum permissible FSI, as given in the Table below :

Sr. No.	Road width in mt.	Maxi. Permissible FSI
1	9 m. & up to 12 m.	2.50
2	12 m. & up to 15 m.	3.00
3	15 m. & up to 24 m.	3.50
4	24 m. & above.	4.00

Note :

The Regulations as pertaining to Ancillary FSI as listed in the principle DCPR shall be applicable on the above mentioned FSI. The Built-up Area Calculation shall be in accordance with Regulation 6.6 of UDCPR

8.	14.2.3 (vi)	14.2.3 (vi)	14.2.3 (vi) <i>Parking provisions in the TOD Zone shall be at 50% of those as mentioned in UDCPR.</i> <i>Note : No on-street parking shall be permissible, unless specifically allowed in the integrated mobility plan report.</i>																										
<table><tr><th colspan="6">Table No.14-R</th></tr><tr><th rowspan="2">Sr. No.</th><th rowspan="2">Occupancy</th><th rowspan="2">One parking space for every</th><th colspan="3">Transit Oriented Development Influence Zone</th></tr><tr><th>Car</th><th>Scooter / Motorcycle</th><th>Cycle</th></tr><tr><td>1</td><td>Residential</td><td>b) Tenements having carpet area - From 25 and upto 40 sq.m. For 2 units above 40 and upto 60 sq.m. For every unit above 60 and upto 80 sq.m. For every unit above 80 sq.m.</td><td>0 1 1 1</td><td>1 1 1 2</td><td>2 2 2 1</td></tr><tr><td>2</td><td>Govt. & Semi Govt. Private business buildings</td><td>100 sq.m. carpet area or fraction thereof</td><td>1</td><td>2</td><td>2</td></tr></table>			Table No.14-R						Sr. No.	Occupancy	One parking space for every	Transit Oriented Development Influence Zone			Car	Scooter / Motorcycle	Cycle	1	Residential	b) Tenements having carpet area - From 25 and upto 40 sq.m. For 2 units above 40 and upto 60 sq.m. For every unit above 60 and upto 80 sq.m. For every unit above 80 sq.m.	0 1 1 1	1 1 1 2	2 2 2 1	2	Govt. & Semi Govt. Private business buildings	100 sq.m. carpet area or fraction thereof	1	2	2
Table No.14-R																													
Sr. No.	Occupancy	One parking space for every	Transit Oriented Development Influence Zone																										
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2	Govt. & Semi Govt. Private business buildings	100 sq.m. carpet area or fraction thereof	1	2	2																								
Note :- 1) Parking spaces for differently-abled persons shall be provided as stipulated in these regulations in each new construction / development / re-development in the NMRC. 2) On street parking shall not be permissible, unless specifically allowed in the impact assessment and mobility report.																													

9.	14.2.3 (vii) In case of development or redevelopment, proposed by the Authority / applicant / any other Planning Authority, from the edge of the Metro Rail, within 10.0 m. distance from the Metro Rail, on its either side, the concerned Planning Authority i.e. Nagpur Improvement Trust / Nagpur Municipal Corporation before granting such permission for development / redevelopment shall seek prior NOC from the Nagpur Metro Railway Corporation Ltd as required under the Metro Railways (Construction of Works) Act, 1978 from the point of view of safety of the Metro Railway and such other related matters..
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By order and in the name of the Governor of Maharashtra,

PRANAV KARPE,
Deputy Secretary to Government.